

HOME READING.

IN THE DRY TORTUGAS.

Part Jefferson's History and Present Usefulness as a Nation.

In these days of possible hostilities with Spain a special interest attaches to the announcement that a board of navy and army officers is to examine Fort Jefferson, on Garden Key, in the Dry Tortugas, with a view to rehabilitating it and to founding a naval station there. There are ten low-lying islands, partly covered with mangrove bushes, and the group lies about 120 miles southwest of the end of the Florida mainland.

Unlike nearly or quite all our other defensive works, Fort Jefferson was not designed to protect an important city. It is perhaps the most conspicuous example to be found of our fortifying a purely strategic position, for Key West has some intrinsic consequence as a town. In the Dry Tortugas what we have of value is one of the finest, most commodious and safest harbors of the southern coast, and it is desired both to make it available for ourselves and to prevent it from being seized as the sheltering haven and the base of an enemy.

A round half-century has elapsed since Fort Jefferson was begun, in 1846, under President Polk, with Jefferson Davis as secretary of war. It is one of the largest works in the United States, covering the greater part of Garden Key, and was originally designed, if it was ever intended, for a fleet of guns, although only a few were mounted, and it cost about \$5,000,000. It was seen, now, that an enemy's fleet, obtaining the harbor of the Dry Tortugas as a base, might control both the Florida straits and the Yucatan channel. For this reason it has shared with Key West the reputation of being the military key of the Gulf of Mexico.

During the civil war Fort Jefferson was used as a military prison, but when, in the vacation after the war, postmaster on the seaboard lost its garrison, it was even suffered to fall into decay. Fort Jefferson followed this fate. It attracted attention for a time as the place of confinement for Dr. Mudd, whose life sentence was remitted after his valuable service during the yellow fever scourge of 1863, when the surgeons of the station succumbed. Then it became, as it is to-day, a quarantine station; and this use of it is, according to a report made by the inspector-general's department a few years ago, an obstacle to its reconstruction.

In that report it was urged that the harbor of the Dry Tortugas has been for years "a dumping ground for the nation's refuse," and that "owing to its isolation and accessibility, we might have lost it at any time during the interval without knowing, until too late, that it had passed out of our possession." Its real value as a naval auxiliary would have been apparent in the effort to recapture it.

It is noticeable that in the list of 27 principal ports requiring defense, compiled by the fortifications board of 1885, the harbor of the Dry Tortugas is not included. But that is not a point to be raised here, as even President Grant, after being reduced in 1870, was withdrawn altogether. The marine hospital service, which then took possession of it, naturally kept up only what its own accommodations needed, and the account given by the army inspecting officers a few years ago as to its military condition was discouraging.

"Rotten gun carriages, cracked bastions, rusty guns—in fact, general decay—were apparent on all sides. The brick work of the towers and the masonry walls, everywhere, were in a state of ruin, requiring, all the bastions had crumbled and settled, and there were thousands of lines of cracks in other parts of the walls. Many of the casemates leaked, and the moisture had caused an excessive formation of stalactites. Nearly all the embrasures of the two tiers of casemates had been enlarged so as nearly to equal in width the span of the arches. It is said that this mutilation of the fort was done by the troops during the fever epidemic of 1865.

"The six wooden platforms for the 15-inch guns in barbette are in ruins through decay. The other barbette platforms are of old pattern, but with four-inch plinths. Whether they will withstand the shock of full-service charges cannot be definitely settled, but probably not."

If the Dry Tortugas should be turned into a naval coaling base, the hospital would doubtless be removed and a wharf built. Probably many of the buildings could be repaired and made useful, both for naval purposes and for the artillery garrison that would be stationed there. Fort Jefferson is of the old type, as are the guns now mounted there; but the condition of 25 ten-inch guns was found by the inspectors to be good, and it would be easy to supplement the old ordnance by some modern high-power guns and mortars, so as to give the station an adequate defense.

N. Y. Sun.

LANDS FOR THE HOMELESS.

Nearly Two Million Acres in Oregon to Be Thrown Open to Settlement.

"Settlers after homes will divert their thoughts from Oklahoma and the Indian territory," said Maj. Charles E. Worden, agent of the United States at Klamath, Ore., recently. "Indians have been allotted their lands in severalty. When this is done about 1,500,000 acres of as fertile and beautiful country as any in the world will become part of the public domain and subject to homestead entry."

Since June, 1894, Maj. Worden has been in Oregon establishing farms, erecting schools and parceling out lands for the Indians to hold under the government's cooperative realty system devised for the red man.

Some months ago the curator of the national museum at Washington requested Maj. Worden to secure a collection of implements, domestic and defensive, as well as specimens of the raft and handiwork of the Klamath. He spared neither pains nor expense in performing the task, and he and his collection have reached the capital city, accompanied by the Klamath boundary commission. He will be in Washington for two months to give the interior department officials the benefit of his knowledge of the subject in dispute.

"If you think the Klamaths have no pride of attainment, no glory in tradition and no idea of caste," continued Maj. Worden, in exhibiting his collection to several visitors, "look at these. This is the war shirt of Mohean Casket,

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CAPT DICKET'S CAPTIVES.

How His Crew of Cripples Recovered in a Night.

One Day Late the Schooner Hester Sailed Into Bristol Harbor with Rum, Molasses, Sundries and—

—Cling Hammer.

The only words that Capt. John Dickey, of the Bristol schooner Hester, had understood were "Cling Hammer."

"Five on 'em," he muttered. "That's odds for the frog-eaters."

And in the depths of his gloom he fell to cutting off a pipal of tobacco.

Truly, Capt. Dickey couldn't be very sanguine. He had sailed from Boston several days before, bound for Bristol town, or ancient Penzance, with a general cargo for the stockpiles of the settlement, and alas! a French and half-breed crew of the most inefficient kind.

The Hester had had, but her flight was about as nimble as the scuttling away of an old-fashioned sailing ship.

The Hester was all right for conveying rum, molasses, and other necessities—broad of beam and tight of seam. But she couldn't run away. Her blunt nose bumped against the waves, her heavy sides smashed clumsily down upon the brimming swell. The tough old bird spread all sail and bowed along, like a barge, according to the wind.

With all effort, before the wind came the schooner, his frisky nose dipping, his clean sides flashing back the glint of the wave, and the spume whizzing through the lee braces.

"Schooner, ahoy!" shouted a little man from over the taffrail, his kindly, red nose gleaming from under his cap. The pursuer had edged up on the Hester's quarter, and Capt. Dickey and his men were surely eying the small craft.

"What do you want?" roared back the captain, hoarsely, just as though he didn't know all too well.

The man with the kindly red nose screamed back:

"Heard 'er; stand by for her!"

Capt. Dickey didn't haul around at once, however. He turned to Mate Constant Judkins.

"Those were 'er; got to, huh?" he remarked, gloomily. "Course you know what it means. We're gobble!"

"Yes, and it's just as well to be gobble!" he answered, "marked Mate Judkins, carefully throwing his quid to the sea."

This was wisdom. So in a moment or so the Hester came slapping and clanging and foaming around into the wind. Not a moment too soon, for the privateer's long Tom had taken a rather determined aim at the mainmast of the schooner.

Then Capt. Dickey, listening attentively and with attentive face, heard a gobble of French, in which he distinguished "Cling Hammer," and that alone, for he wasn't a linguist.

"Sink 'em," he growled; "sink 'em along and sink 'em more than you want to."

Constant Judkins listened to the soliloquy with puzzled face.

"If I may be so questioniferous, cap'n," he asked, "who's this 'ere Sink 'em' who's coming aboard?"

"The cap'n didn't say," he heard 'em in French, he explained, "that they're going to put five prize men aboard us, and the French only knows where they'll take us!"

The crew of the Hester were four—the skipper, the mate—Ozarias Hedson, A. B., able-bodied seaman, and Bernard Joughit, cook and before the mast.

Now, as the captain strode forward front of the house to see about throwing over the stern ladder, he saw Ozarias Hedson, a big, red-nosed fellow, with a rope coil in his hand, with head tied up.

"What ails you?" snapped the skipper.

"Toothache, sir, and don't 'er bad, too!" Ozarias evidently was more distracted by toothache than by a privateer's man. Bernard Joughit, who had the lively suspicion that the privateer would pop a few shots at them by way of exercise and practice, dodged out of sight into his sanctum.

Just as Capt. Dickey threw over the stern ladder, he thought he saw Hedson's grins, but he was happy to get away as though he had suddenly taken in a mouthful of that condiment.

He threw a hasty look over the side. The privateer's man was just getting his long boat in the water with the "sink 'em" and their sea chests.

"Jud," he called back to the mate, "make fast the wheel and dodge down here into the waist under the lee of the bulwark."

Joughit looked surprised, but he did.

"Come along below," commanded the skipper, and both men followed him down in his bunk they found the cook.

"Boys," said the captain, "there ain't time to go into long explanations, but I want you to know right now that you're all in awful bad shape, and I'm the only man about ship who can keep on his legs."

The amazement on the faces of the three gradually grew into shrewd intelligence as they stared into the twinkling eyes of the "old man."

"All as what the trouble is with us," requested Bernard, "and we'll be the sickest fellows you ever seed in about two flips of the flippin' jib."

"Well," said the captain, "I ain't as good a liar as I wish I was, but I guess I'll be likely enough if a truck fell and smashed your jaw, Ozarias, fractured your collar-bone and broke Bernard's leg, eh?"

And the skipper extended a grin from his wrinkles.

"That's the putting considerable responsibility on one truck, cap'n?"

"There ain't no telling what a truck will do on a rampage," cheerfully replied the captain.

Forthwith he bundled the toothy Ozarias into his bunk and made him wrap more elaborate bandages about his head and shoulders.

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